LINK LIGHT RAIL OPERATIONS AND MAINTENANCE SATELLITE FACILITY

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC COMMENT SUMMARY REPORT

JULY 2014

SOUNDTRANSIT
CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

U.S. Department of Transportation
Federal Transit Administration

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Acronyms and Abbreviations

Draft EIS	Draft Environmental Impact Statement
DSHS	Department of Social Health and Services
FTA	Federal Transit Administration
I-5	Interstate 5
OMSF	Operations and Maintenance Satellite Facility
SEPA	State Environmental Policy Act
SnoPUD	Snohomish County Public Utilities District No. 1
SR	State Route
ST2	Sound Transit 2: A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound
TOD	transit-oriented development
USEPA	U.S. Environmental Protection Agency

Chapter 1
Introduction

The proposed project consists of the development and operation of a new operations and maintenance satellite facility (OMSF) to support expansion of the Central Puget Sound Regional Transit Authority's (Sound Transit) Link light rail transit system. This system-wide expansion is part of *Sound Transit 2: A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound* (ST2) for transit investments, financing for which was approved by voters in November 2008. Potential OMSF sites are located in the Cities of Lynnwood and Bellevue.

Sound Transit and the Federal Transit Administration (FTA) released a Draft Environmental Impact Statement (Draft EIS) for the OMSF on May 9, 2014, and offered a 45-day public comment period from May 9 through June 23, 2014. Following the release of the Draft EIS on May 9, 2014, Sound Transit held two open house meetings in the two respective communities where the alternative sites are located: Lynnwood (June 3, 2014) and Bellevue (June 5, 2014). Staff members were available to answer questions about the proposed project and alternatives, and discuss the information in the Draft EIS. Public hearings were held as part of these meetings to take oral comments.

This report summarizes the comments Sound Transit and FTA received from agencies, tribes, and the public during the 45-day comment period. It also describes the ways that Sound Transit and FTA advertised the Draft EIS release and publicized the public hearings/open houses and other events. The Final EIS for the proposed project will include the public comments, along with the responses to these comments from Sound Transit and FTA.

During the comment period, public comments could be made in person or online. The Draft EIS public hearings/open houses were designed for the public to learn more about the proposed project, and included several stations where attendees could provide comments. The public hearing portion of the meetings allowed participants to testify before a Sound Transit Board member, project staff, and a court reporter, with an audience of other interested members of the public. Formal comments could also be submitted in writing using forms at the meetings, by email or mail, or submitted directly to Sound Transit's office. All methods for submitting comments were advertised and are detailed further in Chapter 3, Public Involvement.

Chapter 2
Comment Summary

At the end of the comment period, Sound Transit received approximately 790 sets of comments from various federal, state, and regional agencies; tribes, businesses, community organizations, and members of the public. The numbers in this report reflect the total number of comments received, although some parties submitted comments multiple times.

The most common comment received was regarding opposition to the SR 520 Alternative. Over 500 comments in opposition to the SR 520 Alternative site were received, mainly related to the displacement of businesses and not-for-profit organizations, impacts on Goff Creek, potential for the OMSF operations to affect the quality of life at the Bridle Trails neighborhood, and the proposed project's inconsistency with the *Bel-Red Subarea Plan*.

A petition was received in opposition to the Lynnwood Alternative with approximately 1,300 signatures. The petition highlighted adverse impacts on wetlands and wildlife habitat and the quality of life for adjacent residential areas and businesses. Approximately 20 commenters noted opposition to the Lynnwood Alternative because of conflicts with the Edmonds School District plans to develop a portion of the site owned by the District.

Thirteen commenters noted opposition to the BNSF Alternative and BNSF Modified Alternative because of the sites' proximity to the planned 120th Street light rail station. Comments opposed to these alternatives focused on the proposed project's inconsistency with the *Bel-Red Subarea Plan,* in particular, the plans for mixed use, transit-oriented development (TOD) in the 120th Street station node and the costs of developing an OMSF in this area.

Although most of the comment letters focused on opposition to one of the alternatives, many specified environmental issues, such as land acquisitions and displacements, ecology, land use, and social and community and neighborhoods as being the primary concerns.

Table 1 shows the number of comments Sound Transit and FTA received by commenter type during the comment period, which ended on June 23, 2014.

Table 1. Estimated Comments Received by Commenter Type

Commenter Type	Number of Comments
Federal Agencies	2
State Agencies	0
Regional and Local Agencies	8
Tribes	1
Businesses	76
Community Organizations	9
Individuals	694
Total	**790**

2.1 Comments from Agencies and Tribes

2.1.1 Federal Agencies

Two comments were received from federal agencies. The **U.S. Department of Interior** responded by indicating it had no comments at this time.

The **U.S. Environmental Protection Agency** (EPA) ranked the alternatives based on information provided in the Draft EIS. The Lynnwood Alternative was ranked an EC-2 (Environmental Concerns, Insufficient Information) and the three Bellevue alternatives were ranked as LO (Lack of Objections). Concerns regarding the Lynnwood Alternative were related to potential impacts on Scriber Creek wetlands. EPA indicated the comments and concerns previously identified in its letter regarding the *Lynnwood Link Extension Draft EIS* published in July 2013, were also applicable to the OMSF project.

EPA stated the BNSF Alternative appeared to be the Environmentally Preferred Alternative. However, with potential design modifications, such as maintaining Goff Creek in the daylight, and ideally, removing fish passage barriers, the SR 520 Alternative could also serve as the Environmentally Preferred Alternative.

2.1.2 State Agencies

No comments were received from any state agencies.

2.1.3 Regional and Local Agencies and Jurisdictions

King County, **Metropolitan King County Council** provided comments. King County holds property interests along the Eastside Rail Corridor, and the County Council voiced a concern that the designs of the Lynnwood Alternative, BNSF Alternative, and BSNF Modified Alternative may not preserve enough space for multiple uses in the Eastside Rail Corridor. The County Council believed the BNSF Alternative and BNSF Modified Alternative sites would be more appropriate for dense mixed-use development. The County Council asked that Sound Transit leave the Eastside Rail Corridor unimpeded.

King County Department of Natural Resources requested that Sound Transit work collaboratively with King County Parks and its trail planning team, and with King County Wastewater Treatment Division, if facilities are to be co-located in the Eastside Rail Corridor.

The **Eastside Rail Corridor Regional Advisory Council** requested that Sound Transit work with the Eastside Rail Corridor Regional Advisory Council to develop plans that ensure public access and multiple uses if the OMSF is sited on one of the three sites (Lynnwood Alternative, BNSF Alternative, and BNSF Modified Alternative) that would affect the Eastside Rail Corridor.

Snohomish County Public Utilities District No. 1 (SnoPUD) identified areas where the Lynnwood Alternative would conflict with existing and planned electrical transmission and distribution facilities and provided considerations about the design of the OMSF if the Lynnwood Alternative is identified as the preferred alternative. SnoPUD was unable to determine if sufficient electrical capacity was available until additional load information and details of the OMSF were identified.

In its comments, the **Edmonds School District** requested Sound Transit remove the Lynnwood Alternative from consideration. The District noted that it plans to use its property to develop a centralized District Support Center. The District noted that its plans have been in place for years and with recently approved bond measures, it intends to break ground in 2015. The District also provided comments regarding the efficiency of the Lynnwood Alternative site to serve Sound Transit's operational needs, and visual and ecological impacts of the proposed project. The District noted that it does not believe that its needs could be met by separating the transportation function from the warehouse and maintenance components of their future development.

The **City of Lynnwood** comment letter requested Sound Transit eliminate the Lynnwood Alternative from consideration. The City found the Lynnwood Alternative undesirable for the following reasons.

- The Lynnwood Alternative would have both higher capital and ongoing operating costs than the BNSF Alternative.
- Sound Transit would be unable to meet its service goals for headways in the evenings under the Lynnwood Alternative.
- The Lynnwood Alternative would result in substantial impacts on wetlands, parks, and streams that would not occur under the BNSF Alternative, BNSF Modified Alternative, or SR 520 Alternative.
- The Lynnwood Alternative would result in tracks located within 80 to 100 feet away from a large single-family neighborhood; whereas, there are no existing homes adjacent to the alternative sites in Bellevue.
- Lynnwood residents who would be affected by the proposed project are culturally diverse and have low to moderate incomes. The OMSF would also require removing a large Department of Social Health and Services (DSHS) office complex serving the community, which would raise economic justice issues.

- The Lynnwood Alternative site would require the acquisition of a large parcel owned by the Edmonds School District, which is planned for the District's administrative/transportation complex (District Support Center). This project has already been approved and was funded in a bond issue that was supported by the public in February 2014. The property is not for sale and the District intends to proceed with its plans.
- On November 21, 2013, the Sound Transit Board identified the Lynnwood Link Extension Alternative C3 with modifications as the Preferred Alternative for that project. The C1 and C2 Alignments faced significant community opposition due to their impacts. The Lynnwood Alternative for the OMSF would have similar impacts and would face similar opposition.

The City of Lynnwood included additional detailed comments on the technical analysis documented in the Draft EIS. The City of Lynnwood also submitted a letter prepared by the Lynnwood Historical Commission requesting the Draft EIS recognize both the Cedar Valley Grange and the Interurban Railway as historic properties in the cultural analysis of the Lynnwood Alternative site.

Three entities at the **City of Bellevue** sent four comment letters: the Bellevue City Council, Bellevue Fire Department, and Department of Planning and Community Development (two letters).

The **Bellevue Fire Department** provided comments only on the BNSF Modified Alternative. The BNSF Modified Alternative would require displacement of the existing Bellevue Public Training Center, and the Bellevue Fire Department is concerned about the potential loss of the facility. The Bellevue Fire Department believes it would be difficult to find an alternative site in the greater Bellevue region; costs of acquiring a new site and construction costs could result in relocation to a site in eastern King County or outside of King County, resulting in significantly higher costs and/or reduced fire protection capabilities.

The **Bellevue City Council** presented Sound Transit with comments on the SR520 Alternative, BNSF Alternative and BNSF Modified Alternative sites located in the City of Bellevue. The OMSF in any of the proposed Bellevue locations was termed to be a threat to the long-term success of the City's TOD smart growth Bel-Red Vision. The comment letter noted that the OMSF alternatives within the Bel-Red corridor do the following.

- Ignore the Bel-Red planning effort that was crafted to guide the light rail alignment to maximize TOD.
- Are inconsistent with the community vision, Bellevue's comprehensive planning, and current zoning.
- Do not support the considerable public and private investment that is already occurring in the Bel-Red corridor consistent with local and regional planning.
- Send the wrong message to the market should one of the first large developments in Bel-Red be an expanded industrial use.
- Would result in the loss of millions of dollars in local revenue based on the anticipated Bel-Red transformation, particularly in the areas around the stations. This would undercut the City's

ability to fund the infrastructure needed for the plan and would further put the redevelopment of this area at risk.

The **City of Bellevue Planning and Community Development** provided comments regarding the City's concerns, which are summarized below (the City also provided detailed comments on the technical analysis in the Draft EIS).

- TOD Best Practices: Both the BNSF Alternative and BNSF Modified Alternative sites identified in Bellevue are in the Bel-Red subarea. This area, its comprehensive plan and land use regulations, represent a decade-long planning effort to fundamentally change from its historic industrial focus to a community planned around and enhanced by transit. Development of a 25-acre OMSF in the heart of this community is a short-sighted investment of regional taxpayer dollars with lasting impacts.
- Lack of creative and innovative alternatives that reduce footprint and impacts: The State Environmental Policy Act (SEPA) requirements include an emphasis on identifying and reviewing viable alternatives that first avoid then minimize environmental impacts. The Draft EIS fundamentally fails to review viable alternatives, including those encouraged by the Sound Transit Board, suggested by City of Bellevue staff, and endorsed by the Urban Land Institute panel of experts that visited the OMSF alternative sites in March 2014.
- Opportunity costs: The Draft EIS focuses much of its analysis on the current uses around the two Bellevue alternative site locations, rather than addressing the uses planned for redevelopment. The Draft EIS must address expected current and future impacts from loss of existing development and expected redevelopment.
- Specific comments on Draft EIS environmental analysis: Overall, the Draft EIS lacks any discussion of the potential for cumulative impacts that may result from East Link operations being affected by the siting of an OMSF of this magnitude at any of the Bellevue alternative sites.
- Public investment: In addition to the investment of private and public resources in establishing the Bel-Red Subarea as a regional model of TOD, the Draft EIS fails to address public investment in future park resources. Multiple agencies have invested in a future regional trail along the Eastside Rail Corridor, and the City has established park and trail locations through its planning processes. The Draft EIS incorrectly fails to identify many of these resources as 4(f) resources, or deals with them inconsistently through the document.

2.1.4 Tribes

The **Muckleshoot Indian Tribe** provided comments on the Draft EIS regarding its interest in protecting and restoring the tribe's treaty-protected fisheries resources. The comment letter concludes that, as described in the Draft EIS, the BNSF Alternative and BNSF Modified Alternative would have the fewest impacts on streams, floodplains, and wetlands. As a result, the tribe requests one of these two alternatives be pursued to avoid impacts on Scriber Creek under the Lynnwood

Alternative or Goff Creek under the SR 520 Alternative. Additional technical comments on the analysis provided in the Draft EIS were included in the comment letter.

2.2 General Public Comments

Public comments came from a variety of parties and included comments made during the public hearings, as well as written comments and petitions.

2.2.1 Businesses

Four businesses, located in the Lynnwood Alternative site, provided comments; all were in strong opposition to the Lynnwood Alternative. **JC Auto Restoration** stated that the Lynnwood Alternative site would be an inefficient use of tax dollars because a second site would be required on the Eastside. It was also concerned about the impacts that OMSF operations would have on neighborhoods and small businesses in the area. Many residents are from minority or low-income backgrounds, and speak another language other than English. The company was also concerned about relocating the DSHS building, which provides essential services to low-income, senior, and disabled citizens. The company's comments concluded with indicating a full service facility on the Eastside would allow light rail operations in the event of an emergency.

Employees of **Mayes Testing Engineers, Inc.** voiced their opposition to the Lynnwood Alternative, due to the site being the most expensive option with highest operating costs, being located adjacent to residential development, parks, and wetlands, displacement of DSHS, and displacement of businesses.

MJR Development, owners of the Creekside Center, which houses DSHS and several other Washington State social service agencies, had similar concerns as other businesses that provided comment. They were also concerned about the economic loss to Lynnwood caused by moving approximately 250 people employed at the Creekside Center and the disruption of state services to a vulnerable population.

The **Law Office of James R. Walsh**, owner of two office park buildings (and tenant), opposed the Lynnwood Alternative, sharing other businesses' environmental and economic concerns, along with the social impacts that OMSF operations could have on the established residential neighborhood. The law firm suggested a Bellevue site, where ecological impacts were less than those under the Lynnwood Alternative, be identified as a preferred alternative.

Nineteen businesses provided comments on alternatives located in the City of Bellevue. Fifteen of the businesses were in opposition to the SR 520 Alternative and supportive of the BNSF Alternative and BNSF Modified Alternative, while three of the businesses were in opposition to the BNSF Alternative and BNSF Modified Alternative. One business did not provide comment in favor or opposition to any site.

Eleven tenants of Plaza 520 (located in the SR 520 Alternative site), including **Adrenaline Watersports, BECU, Bellevue Lifespring, Ferguson Enterprises, Fireside Hearth and Home, Geoline**

Inc., Kiki Sushi, MOSAIC Children's Therapy Clinic, MRM Capital, Realty Executives, Rockwell Institute, along with the owner of Plaza 520, **Harsch Investment Properties**, wrote in opposition to the SR 520 Alternative. Harsch Investment Properties reported there were 40 local tenants, including businesses and not-for-profits that, would be displaced. While all tenants voiced concerns on the impacts of small businesses being displaced and the hardships of relocating, other concerns included impacts on Goff Creek, the use of land for industrial purposes in the Bel-Red corridor not being consistent with City's Comprehensive Plan, and the potential for operations to affect the Bridle Trails neighborhood/community. Tenants that provided comments were in support of the BNSF Alternative and BNSF Modified Alternative, because part of the land is already under ownership of Sound Transit and felt this industrial land would provide an opportunity for TOD.

Bellevue Lifespring (near the SR 520 Alternative site) provided additional information regarding the services it provides, a not-for-profit that feeds, clothes, educates, and provides emergency services to those in need. They raised concerns about the disruption of their services if forced to relocate. Bellevue Lifespring was supportive of the BNSF Alternative, due to it having less of an impact on the displacement of businesses, lower property tax revenue, and fewer ecological impacts.

Approximately 27 letters were received in opposition to the SR 520 Alternative site due its displacement of the **Mosaic Children's Therapy Clinic**. Mosaic Children's Therapy Clinic specializes in providing physical, occupational and speech/language therapy, social/thinking groups, nutrition, behavioral and educational consulting and child psychology services from birth through adolescents. Andrea Duffield, the owner and operator of Mosaic, along with staff from the clinic, spoke in opposition to the SR 520 Alternative at the Bellevue public hearing and open house. In addition to the letters supporting Mosaic in opposing the SR 520 Alternative, a petition with 139 electronic signatures was submitted.

Two auto dealers wrote in opposition of the SR 520 Alternative. Three employees of **Acura of Bellevue** wrote in opposition due to the displacement of the car lot, which provides "70 well-paying middle class jobs." **BMW of Bellevue**, who would not be displaced by the SR 520 Alternative, wrote in opposition to the alternative because of construction impacts and also because the SR 520 Alternative would reduce auto inventory (car dealerships try to be concentrated in an area to attract and provide options to perspective customers) in the proximity of their business by displacing the Acura site.

Pine Forest Properties, Inc. submitted a letter in opposition to the BNSF Alternative and BNSF Modified Alternative. Pine Forest Properties has submitted the Pine Forest Master Development Plan application to the City of Bellevue for approximately 2 million square feet of TOD mixed uses adjacent to the future East Link Light Rail Station at 120thAvenue NE. The company objects to the OMSF at the BNSF Alternative and BNSF Modified Alternative sites due to the impact the proposed project would have on TOD. Pine Forest finds that the BNSF Alternative and BNSF Modified Alternative sites would take away land that should be used for TOD due to proximity to the future East Link 120th Avenue Station.

Wright Runstad & Company are the developers of the Spring District and believe the Spring District will serve as a catalyst project under the City of Bellevue's Bel-Red Land Use Code, designed to accelerate TOD in the corridor. Wright Runstad had the following comments regarding the BNSF Alternative and BNSF Modified Alternative.

- The BNSF Alternative and BNSF Modified Alternative site analysis did not adequately analyze the impact of removing over 25 acres of developable land from the walkshed of the 120th Avenue Station.
- The Draft EIS did not analyze the impacts of displacing future foreseeable redevelopment that could be expected at each alternative site.
- The Draft EIS did not adequately analyze the economic impacts on the City and Sound Transit by removing the alternative's property from development.
- The OMSF would be an industrial land use that would be incompatible with the development required under current Bel-Red zoning.
- Comparison to existing (No Build) conditions should be extended to foreseeable development.
- The visual and noise analysis did not consider foreseeable development.
- The Draft EIS did not analyze the alternatives with the future conditions of 120th Avenue as a five-lane multimodal arterial.
- The Draft EIS did not analyze the loss of transportation impact fees and other development fees associated with potential development actions based on rezoning efforts.
- The Draft EIS did not adequately analyze the loss of multifamily-designated property within the walkshed of the 120th Avenue Station.
- The Draft EIS did not adequately analyze the property tax impacts from foreseeable development.
- Proximity to Link light rail transit stations and consistency with Sound Transit's mission.

Barrier (Audi) prepared a letter that echoed the concerns of Wright Runstad & Company.

2.2.2 Community Organizations

The **Save Scriber Creek Park and Wetlands Group** submitted a letter objecting to the Lynnwood Alternative for the following reasons.

- Lynnwood's high quality, category II Wetlands must be preserved and protected.
- The Interurban Trail and Scriber Creek Park are designed for people to escape the pressures of the city and their experiences would be severely compromised by the presence of the OMSF.
- Wildlife habitats would be destroyed.
- The DSHS building would be removed and people who live in the area and rely on DSHS would be adversely affected.

- An established neighborhood with hundreds of single-family homes is directly across the street.

Along with its comment letter, the Save Scriber Creek Park and Wetlands Group submitted a petition with 1,683 signatures and an online petition with 46 electronic signatures in opposition to the Lynnwood Alternative due to ecological and community impacts. The petition was previously sent to Sound Transit in opposition to the C1 and C2 Lynnwood Link alignments during the comment period for the *Lynnwood Link Extension Draft EIS*.

The **Cedar Valley Grange No. 306**, located across the street from the Lynnwood Alternative site, submitted a letter in opposition to the Lynnwood Alternative because the OMSF would not improve the neighborhood, impacts on the Edmonds School District's plans, and OMSF operations impacts on the community.

The **Quality Growth Alliance** did not provide comments on an alternative, but rather requested that in deciding where to construct an OMSF, Sound Transit take considerations to not be an obstacle to development in the areas surrounding the OMSF, and to seek to ensure that siting of the OMSF is supportive of the adopted TOD policy, TOD strategic plan update, and regional and city plans.

NAIOP, a commercial real estate development association for owners and investors in industrial, office, and related commercial real estate were in opposition to development in the Bel-Red corridor for transportation use, rather than TOD.

The **Bellevue Downtown Association** was in opposition to all Bellevue alternatives. The association found the OMSF sites to be in opposition to the *Bel-Red Subarea Plan* and believed displacement of businesses and future tax revenue losses should have been analyzed in the Draft EIS.

The **Bellmeade Association** (a part of the Bridle Trails neighborhood) was in opposition to the SR 520 Alternative site because of the OMSF's proximity to the Bridle Trails neighborhood along with the displacement of businesses that serve the neighborhood. The **Winchester Estates Homeowners Association**, another Bridle Trails Community, also submitted comments objecting to the SR 520 Alternative.

2.2.3 Individuals

Sound Transit and FTA received approximately 694 statements from individuals, either in writing or through testimony at the public hearings. Generally, comments focused on the alternative sites. A summary of individual comments is provided below.

Lynnwood Alternative

There was little support for the Lynnwood Alternative from those living in the City of Lynnwood. While a few individual comments from those residing in Lynnwood supported the proposed project for bringing jobs to the City and for developing the site with electric trains, as opposed to the Edmonds School District's diesel buses, the majority of those commenting opposed the project due to the following reasons.

- The Lynnwood Alternative site would have greater impacts on high-value ecological resources (Scriber Creek and wetlands) than the other alternatives identified in the Draft EIS.
- The Edmonds School District has plans to develop the site to support the District's operations.
- The Lynnwood Alternative site is adjacent to Scriber Creek Park.
- The Lynnwood Alternative site is adjacent to a residential neighborhood with a presence of low income and minority populations.
- Industrial operations at the OMSF would not be compatible with the adjacent residential neighborhood.
- Displacement of the DSHS facility would affect a vulnerable population.

In general, comments showing support for the Lynnwood Alternative were received within comments from persons in opposition to locating an OMSF in Bellevue. In addition to the comments in opposition to the Lynnwood Alternative, Sound Transit received three petitions: two hand signatures and one online petition. One of the hand-signed petitions has 1,290 signatures in opposition to the Lynnwood Alternative due to environmental impacts on wetlands and wildlife habitat and the quality of life for residents and businesses in the established neighborhood surrounding the Lynnwood Alternative site.

The Save Scriber Creek Park and Wetlands group submitted a hand-signed petition with 1,683 signatures and an online petition with 46 electronic signatures, previously submitted to Sound Transit (during the Lynnwood Link Extension Draft EIS comment period). These who signed the petition were in opposition to the Lynnwood Link C1 and C2 Alternatives due to the impacts on Scriber Creek Park and associated forested wetlands and wildlife habitat, as well as the quality of life of the residents.

BNSF Alternative

The BNSF Alternative had the most support of all alternatives; many comments indicated it was the best choice because it was in an area where land use has not transitioned from industrial and is well-suited for overbuild. Others thought the BNSF Alternative site was best suited for an OMSF because of its proximity to the former rail corridor, while some commenters found it to be the best alternative due to the low capital and operational costs. Other commenters supported the BNSF Alternative and BNSF Modified Alternative because these alternatives would have the least ecological impacts of the four alternatives. Those in opposition to the BNSF Alternative were in large part due to the potential of the OMSF to directly affect land otherwise available for TOD, while other commenters believed operations at the OMSF would impede redevelopment of the Bel-Red corridor. Concerns were also voiced regarding maintaining the Eastside Rail Corridor for a multiuse trail.

BNSF Modified Alternative

Support and opposition for the BNSF Modified Alternative were for similar reasons as those for the BNSF Alternative. A minority of commenters who supported both the BNSF Alternative and BNSF Modified Alternative found the BNSF Modified Alternative to be the superior alternative. The BNSF Modified Alternative would create more surplus land available for redevelopment and provide a buffer to future TOD development. Those who oppose the BNSF Modified Alternative do so because it would displace businesses on 116th Avenue NE and 120th Avenue NE. Concerns were voiced regarding maintaining the Eastside Rail Corridor for a multiuse trail.

SR 520 Alternative

Sound Transit received the most individual comments on the SR 520 Alternative site. A form letter email, sent by approximately 424 people, found the SR 520 Alternative site to be unacceptable for the following reasons.

- Displacement of local businesses and not-for-profit organizations that serve the community and adjacent neighborhoods.
- Impacts on Goff Creek.
- The OMSF not being an appropriate land use.
- Impacts on quality of life for the Bridle Trails community.

Other commenters rejected the SR 520 Alternative site for similar reasons as those documented in the form letter email. Only two comments were received in support of the SR 520 Alternative for its ability to serve the light rail system.

2.3 Suggestions for Other Alternatives

Most comments were focused on the existing alternatives in the Draft EIS, but Sound Transit received a few comments with suggestions for other alternatives. Seven comments were received suggesting the OMSF site be located either further to the north closer to Everett or further east in Redmond. One comment suggested to located the OMSF in downtown Seattle, while another suggested the Interstate 5 (I-5)/Alderwood Mall Parkway/State Route (SR) 525 intersection. One commenter suggested reexamining the “E-5” site that was eliminated before the Draft EIS analysis began.

Chapter 3
Public Involvement

This chapter documents the public involvement and community outreach conducted both before the Draft EIS release and during the Draft EIS public comment period (May 9 through June 23, 2014). Outreach goals and objectives consisted of the following.

- Distribute comprehensive and understandable information about the project and Draft EIS.
- Encourage public review of the Draft EIS and gather comment on the alternatives, environmental impacts, and mitigation measures identified in the Draft EIS.
- Publicize Draft EIS activities through a variety of communication vehicles.
- Engage each community in the project areas in Lynnwood and Bellevue and include a broad group of community members, agencies, and organizations.

Following the release of the Draft EIS on May 9, 2014, Sound Transit held two public hearing with open house meetings where staff members were available to answer questions about the OMSF project and alternatives, and discuss the information in the Draft EIS. Attendees had the opportunity to comment and provide formal testimony during the public hearing and to speak with Sound Transit Real Property staff about potential impacts on property. Public hearings were held in the two respective communities where the alternative sites are located.

Lynnwood Public Hearing with Open House
Lynnwood Convention Center
3711 196th Street SW
Lynnwood, WA 98036
June 3, 2014 5:00 to 7:30 p.m.

Bellevue Public Hearing with Open House
Coast Hotel Bellevue
625 116th Avenue NE
Bellevue, WA 98004
June 5, 2014 5:00 to 7:30 p.m.

3.1 Public Participation

Public participation levels were high; the following activities occurred by the end of the comment period on June 23, 2014.

- In advance of the DEIS comment period, more than 900 single and multi-family homes adjacent to the only site alternative directly bordering a residential community were provided with a project update door-hanger in March of 2014 explaining the project status, need, and identifying the upcoming DEIS process as their opportunity to provide formal comment.

- More than 170 people attended two public hearings with open houses in Lynnwood and Bellevue, with approximately 70 attendees in Lynnwood and more than 100 attendees in Bellevue.
- Thirty-four (34) individuals provided verbal testimony to court reporters at Lynnwood and Bellevue public hearings: 7 in Lynnwood and 27 in Bellevue.
- Sixty-two (62) written comments were received at public meetings: and 8 in Lynnwood and 54 in Bellevue.
- Approximately 790 written and verbal formal comments were received overall during the comment period from May 9, 2014 through June 23, 2014.
- Postcards were distributed to more than 25,500 homes, apartments, and businesses throughout the build alternative sites.
- Posters, comment forms, community guides, and executive summaries were distributed to 123 environmental justice and community service agencies that serve traditionally under-represented populations.
- Two E-Newsletters were distributed to approximately 7,000 people who signed up to be on the project and project-related mailing lists.
- A Sound Transit news release was issued following publication of the Draft EIS.
- One Sound Transit weekly CEO Report email was sent that included project-specific information.
- Pre-Draft EIS door hangers were delivered to 1,200 residences in Lynnwood.
- Pre-Draft EIS project update posters were mailed to 123 environmental justice and community service agencies in Lynnwood and Bellevue.
- During the comment period 42 stakeholder phone calls were made to agencies representing site adjacent community stakeholders from environmental justice populations. Of calls placed to agencies, 10 were unreachable, 18 were provided additional project details, 9 messages were left offering more information, 2 agencies requested additional follow-up by email or snail-mail, and 2 agencies indicated the information received previous mailings was sufficient.

3.2 Outreach Methods and Tools

Notification of the Draft EIS public comment period (May 9 to June 23, 2014) was intended to reach a broad audience, with focus on the proposed project's target audiences identified as follows.

- Residents and businesses in the Cities of Lynnwood and Bellevue; including low-income, minority populations, and limited English and foreign language speakers.
- Community groups and agencies, supporting City agency requests to brief and inform key stakeholders.
- Commuters and transit riders on I-5 between Lynnwood and Seattle and Bellevue and Seattle.

- Neighborhoods and community groups in areas potentially affected by the project.
- Business interest groups such as local Chamber of Commerce organizations, property owners, and business owners.
- Federal, state, and local agencies and tribes.
- Environmental justice and community interest organizations including low-income, social service, minority, and ethnic groups.

In addition to providing clear and concise information about comment-period parameters and open house/public hearing information, notification materials were intended to foster understanding about the project, the build alternative sites, and next steps. Methods of distribution varied according to notification type, with the goal of reaching as broad an audience as possible. The tools and methods used for this distribution were gleaned from the two scoping periods, which influenced media use, organizations, and poster mail distribution locations that would best serve the needs of a wide notification in the project area. Advertisements included information about the comment period, public open house and hearings, as well as different ways to access the Draft EIS document, submit comments, find more information, and contact staff for a briefing.

Public notices and outreach available to the public included the following.

- Federal Register notice
- Legal advertisements in newspapers of record
- Project website
- E-newsletter updates
- Postcard mailer
- Sound Transit news release
- Mailings to organizations that serve traditionally under-represented populations
- Display, online, community calendar and blog advertisements
- Property owner letters

3.2.1 Federal Register Notice

Notice of Draft EIS availability and 45-day comment period was published in the *Federal Register* on May 9, 2014.

> *EIS No. 20140136, Draft EIS, FTA, WA,* Link Light Rail Operations and Maintenance Satellite Facility, *Comment Period Ends:* 06/23/2014, *Contact:* James Saxton 206-220-7954.

3.2.2 Legal Advertisements in Newspapers of Record

Legal ads noting the Draft EIS availability and 45-day comment period were published in the *Everett Herald* and *Seattle Times* and ran on May 9, 16 and 23, 2014 in both papers.

3.2.3 Project Website

Information about the public hearings with open houses in Lynnwood and Bellevue was available on the project website (www.soundtransit.org/OMSF) prior to the open houses. The website advertised the upcoming meetings, linked directly to the Draft EIS, and indicated how to submit formal comments on the document. Website visitors could enter their email address on the Sound Transit website to sign up for project-specific updates. Open house display boards and the *Community Guide to the Draft Environmental Impact Statement* was posted to the project document archive following the public meetings.

3.2.4 E-Newsletter Updates

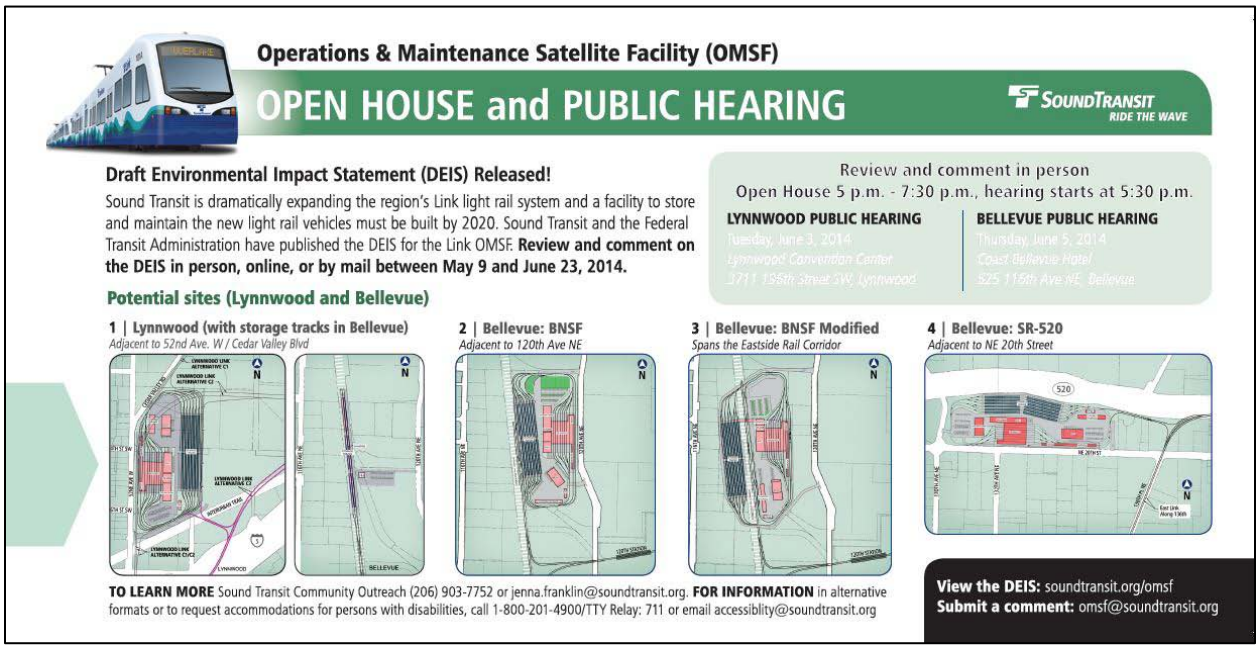
Electronic notifications about upcoming public hearings with open houses were distributed to approximately 7,000 people who had signed up for the project electronic mailing list. The May 9, 2014 E-Newsletter included the date, time and location of the meetings and how to review the Draft EIS and submit formal comment. The June 19, 2014 E-Newsletter reminded people to review the Draft EIS and submit formal public comment and that the comment period would close on June 23, 2014.

3.2.5 Postcard Mailer

A saturation postcard (Figure 1) was mailed to more than 25,500 addresses and delivered to mailboxes the week of May 9, 2014). The mailing distribution included nearly 12,700 mailboxes in Lynnwood and just fewer than 12,900 mailboxes in Bellevue over an approximate 5.5-square-mile area surrounding the build alternative sites. Recipients included those living in single-family homes and apartments, businesses and community groups, people who signed up for the project mailing list, and key stakeholders including organizations that traditionally serve underrepresented populations that may be affected by the proposed project.

The postcard provided a thumbnail map of each alternative site analyzed in the Draft EIS with a site location and conceptual facility layout. It also provided basic information on where to find the document, how to submit a comment, and public meeting dates, times, and locations. The postcard included translation and accommodation information in eight languages in addition to English: Russian, Vietnamese, Spanish, Chinese, Amharic, Korean, Filipino, and Ethiopian.

Figure 1. OMSF Draft EIS Postcard


Operations & Maintenance Satellite Facility (OMSF)
OPEN HOUSE and PUBLIC HEARING
SOUNDTRANSIT RIDE THE WAVE
Draft Environmental Impact Statement (DEIS) Released!
Sound Transit is dramatically expanding the region's Link light rail system and a facility to store and maintain the new light rail vehicles must be built by 2020. Sound Transit and the Federal Transit Administration have published the DEIS for the Link OMSF. Review and comment on the DEIS in person, online, or by mail between May 9 and June 23, 2014.
Review and comment in person
Open House 5 p.m. - 7:30 p.m., hearing starts at 5:30 p.m.
LYNNWOOD PUBLIC HEARING
Tuesday, June 3, 2014
Lynnwood Convention Center
3711 196th Street SW, Lynnwood
BELLEVUE PUBLIC HEARING
Thursday, June 5, 2014
Coast Bellevue Hotel
625 116th Ave NE, Bellevue
Potential sites (Lynnwood and Bellevue)
1 | Lynnwood (with storage tracks in Bellevue)
Adjacent to 52nd Ave. W / Cedar Valley Blvd
2 | Bellevue: BNSF
Adjacent to 120th Ave NE
3 | Bellevue: BNSF Modified
Spans the Eastside Rail Corridor
4 | Bellevue: SR-520
Adjacent to NE 20th Street
TO LEARN MORE Sound Transit Community Outreach (206) 903-7752 or jenna.franklin@soundtransit.org. FOR INFORMATION in alternative formats or to request accommodations for persons with disabilities, call 1-800-201-4900/TTY Relay: 711 or email accessiblity@soundtransit.org
View the DEIS: soundtransit.org/omsf
Submit a comment: omsf@soundtransit.org

Lynnwood
Lynnwood Transit Center
The Lynnwood alternative includes storage tracks in the former BNSF rail corridor in Bellevue.
Mountlake Terrace
Map Key
Study locations
Light rail in planning
Light rail in design
Light rail under construction
Light rail in service
Former BNSF tracks
Existing facilities
Overlap of Alternatives 2 & 3
Northgate Transit Center
Lake Washington
Redmond
Bellevue
Bellevue Transit Center
Storage Track for Lynnwood Alternative
Seattle
Existing O&M Facility
The DEIS evaluates and describes potential impacts of the project.
It's easy to find...
Online: soundtransit.org/omsf
At libraries: WA State, Lynnwood and Bellevue Regional
Print copy: call (206) 398-5464
Comment by email: omsf@soundtransit.org
Comment by mail: OMSF DEIS Comments Sound Transit Union Station, (Central Puget Sound Regional Transit Authority) 401 S. Jackson Street, Seattle, WA 98104-2826
All comments must be received or postmarked by June 23, 2014
SOUNDTRANSIT
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826
PRESORTED STANDARD U.S. POSTAGE PAID SEATTLE, WA PERMIT NO. 1801

3.2.6 Sound Transit News Release

Sound Transit issued a news release for the OMSF public comment period on May 12, 2014, noting the availability of the Draft EIS, public meetings on June 3 and 5, 2014, and how to submit formal comments. Distributed to a list of 7,000 online subscribers, the news release provided context for the alternative sites studied in the environmental analysis related to the OMSF's unique operational and size requirements that will satisfy the needed fleet expansion and maintenance.

3.2.7 Mailings to Organizations that Serve Traditionally Underrepresented Populations

Packets were mailed to 123 organizations serving traditionally underrepresented populations. The packets contained the *Community Guide to the Draft Environmental Impact Statement* and copies of the *Draft Environmental Impact Statement Executive Summary* with information about upcoming public meetings, how to submit formal comments during the comment period, and how to request a briefing for the organization. Phone calls offering project information and invitations to the upcoming public hearings/open houses and briefings were made to 30 selected key stakeholders.

3.2.8 Print and Online Display Advertisements

Print and online display advertisements for the public hearings with open houses (Figure 2) were placed in the following publications. Display advertisements in *La Raza*, *Russian World*, and *Seattle Chinese News* were translated to Spanish, Russian, and Chinese, respectively (Figures 3 through 5).

- *Bellevue Reporter*—May 9 and 16, 2014 (print and online); May 23, 2014 (online)
- *Korea Daily* (print)—May 14 and 21, 2014
- *La Raza* (print)—May 16 and 23, 2014
- *Phuong Dong Times* (print)—May 16 and 23, 2014
- *Russian World* (print)—June 2, 2014
- *Seattle Chinese News* (print)—May 14 and 21, 2014
- *Seattle Times* (print)—May 9 and 20, 2014
- *Daily Herald*—May 9, 2014 (print and online); May 16 and 23, 2014 (online); May 20, 2014 (print)
- Lynnwoodtoday.com (online)—May 9, 16, and 23, 2014
- Seattle Transit Blog (online)—May 9, 16, and 23, 2014

Figure 2. OMSF Draft EIS Display Advertisement, English

Operations & Maintenance Satellite Facility (OMSF)
Draft Environmental Impact Statement (DEIS) Released!
OPEN HOUSE and PUBLIC HEARING
Review and comment in person at an open house and public hearing or online at soundtransit.org/omsf
Open House 5 p.m. - 7:30 p.m., hearing starts at 5:30 p.m.
Lynnwood Public Hearing
Tuesday, June 3, 2014
Lynnwood Convention Center
3711 196th Street SW, Lynnwood
Bellevue Public Hearing
Thursday, June 5, 2014
Coast Bellevue Hotel
625 116th Ave NE, Bellevue
Sound Transit is dramatically expanding the region's Link light rail system and a facility to store and maintain the new light rail vehicles must be built by 2020. Sound Transit and the Federal Transit Administration have published the DEIS for the Link OMSF. Review and comment on the DEIS in person, online, or by mail between May 9 and June 23, 2014.
SOUNDTRANSIT
TO LEARN MORE Sound Transit Community Outreach (206) 903-7752 or jenna.franklin@soundtransit.org. For information in alternative formats or to request accommodations for persons with disabilities, call 1-800-201-4900/TTY Relay: 711 or email accessiblity@soundtransit.org

Figure 3. OMSF Draft EIS Display Advertisement, *La Raza*

Instalación Satélite de Operaciones y Mantenimiento (OMSF)
Proyecto de Declaración de Impacto Ambiental (DEIS) Publicado!
OPEN HOUSE y AUDIENCIA PÚBLICA
Revisar y comentar en persona en una audiencia pública o en línea en soundtransit.org/omsf
Open House 5 p.m-7:30 p.m, la audiencia comienza a las 5:30 pm
Audiencia Pública Lynnwood
Martes, 03 de junio 2014
Lynnwood Convention Center
3711 196th Street SW. Lynnwood
Audiencia Pública Bellevue
Jueves, 05 de junio 2014
Coast Bellevue Hotel
625 116th Ave NE, Bellevue
Sound Transit está expandiendo dramáticamente el sistema ferroviario Link de Tren Ligero de la región y una instalación para almacenar y mantener los nuevos vehículos de tren ligero debe ser construida para el 2020. Sound Transit y Federal Transit Administration han publicado el DEIS para el Link OMSF. Revise y comente sobre el DEIS en persona, en línea o por correo entre el 9 de mayo y 23 de junio de 2014.
SOUNDTRANSIT
PARA SABER MÁS Sound Transit Community Outreach (206) 903-7752 o jenna.franklin@ soundtransit.org . Para obtener información en formatos alternativos o para solicitar adaptaciones para las personas con discapacidad , llame al 1-800-201-4900/TTY Relé: 711 o por correo electrónico accessiblity@soundtransit.org

Figure 4. OMSF Draft EIS Display Advertisement, *Russian World*

Figure 5. OMSF Draft EIS Display Advertisement, *Seattle Chinese Times*

工商消息 2014年05月14日

是供與本報立場無關

KEN WATANABE)
(GODZILLA)

(Godzilla)全美隆重公映

ario Silvestre)
離大腸癌

護衛星設備操作和維護(OMSF)
環境影響草案
(DEIS)發布聲明!
公開的審訊開放日

公衆聽證會審查和評論時開或上網
soundtransit.org/ omsf
開放參觀日下午5點 – 晚上7:30，聽證會開始于下午5:30

Lynnwood Public Hearing
周二，2014年6月3日
Lynnwood Convention Center
3711 196th Street SW, Lynnwood

Bellevue Public Hearing
周四，2014年6月5日
Coast Bellevue Hotel
625 116th Ave NE, Bellevue

Sound Transit 是華盛大領地區的輕軌鐵接系統和服務來存擴和維護新的輕軌車隊必須在2020年建成。 Sound Transit 和聯邦運輸管理局已公布的DEIS於鏈接OMSF。審查和對DEIS的發表意見，可上網，或在2014年5月9日和6月23日之間的郵寄意見。

SOUNDTRANSIT

3.2.9 Property Owner Letters

Personalized letters were mailed to individual property owners potentially affected by the proposed project. Each letter:

- Provided a brief overview of the proposed project.
- Indicated the parcel(s) that could be fully or partially affected by one or more of the alternatives analyzed in the Draft EIS.
- Identified where the recipient could find more information about the proposed project.
- Extended the offer for an individual briefing with the project team.

Property owner letters were distributed approximately 4 weeks prior to the Notice of Availability of the Draft EIS, which was published in the *National Register* on May 9, 2014.

3.2.10 Community Group and Agency Briefings

Sound Transit offered briefings to the community-at-large and project stakeholders before and during the Draft EIS comment period. Briefings allowed the project team to share information and hear directly from members of the public, community groups, and property owners. In advance of and prior to the close of, public comment Sound Transit mailed offers for briefings to: the owners of all 47 potentially impacted parcels, 123 environmental justice and community service agencies, and to key stakeholders who requested it. Of the provided briefings, 18 occurred by phone to environmental justice and community service agencies, 2 were for large community group audiences in Lynnwood and Bellevue that included over 27 residential stakeholders in Lynnwood and 25 small business stakeholders in Bellevue, and12 briefings in person, by phone or on-site-visit, occurred with corridor developers and commercial service providers, commercial realtors, property owners and impacted tenants. Information presented in the briefings included how the alternative sites were identified, project timeline and next steps, an overview of each alternative site with respect to cost, operational issues, land use, economic and natural resources considerations, and an overview of feedback the project team has heard regarding each alternative to date. The project team offers briefings and accommodates briefing requests on an ongoing basis throughout the life cycle of the project.

3.3 Third-Party Outreach, Cities of Lynnwood and Bellevue

The Cities of Lynnwood and Bellevue conducted outreach separate from Sound Transit outreach. The City of Lynnwood passed a resolution (2014-13) opposing the Lynnwood Alternative on June 9, 2014, and hosted a community meeting about the proposed project at Cedar Valley Grange Hall on May 17, 2014.

City of Lynnwood outreach for the City-hosted OMSF meeting included the following.

- Online display advertisement placed on HeraldNet.com.

- Door hangers delivered by volunteers.
- Electronic event notice distributed through GovDelivery.
- Press release distributed through GovDelivery.
- Project notices hung at five City locations.
- Project posters displayed at various community locations.

The City of Bellevue conducted the following outreach.

- Article published in the City's neighborhood newsletter.
- Article published in the mid-June publication of Bellevue's *It's Your City*.
- Web updates published on the City of Bellevue East Link project page, announcing the Draft EIS release and providing information about the Bellevue public hearing with open house.
- Social media updates through the City's Twitter and Facebook accounts alerting followers of the Bellevue public hearing with open house and reminding followers of the close of the comment period.
- Electronic alerts distributed through GovDelivery: Announcing Draft EIS publication, reminding list-serve members 2 days prior to the Bellevue public hearing with open house, and reminding list-serve members the day before the Draft EIS comment period closed.
- Direct email communications about the Draft EIS and upcoming Bellevue public hearing with open house to stakeholders that expressed interest in the project.

3.4 Earned Media

In addition to Sound Transit and third-party outreach, news about the project was published through the following earned media sources.

- KIRO TV, *News story on potential OMSF sites* (video)—May 10 through 12, 2014
- Bellevue Reporter, *Sound Transit releases study for East Link maintenance facility*—May 18, 2014
- Daily Journal of Commerce, *Sites identified for $345M rail maintenance center*—May 15, 2014
- Lynnwood Today, *Proposed light rail maintenance facility draws opposition at community meeting*—May 19, 2014
- Everett Herald, *Front Porch: Public hearing on proposed rail yard* (OMSF hearing notice)—June 3, 2014
- Bellevue Reporter, *Sound Transit hears Bellevue opposition to maintenance facility options*—June 6, 2014
- KIRO, *Special needs clinic for kids fights Sound Transit plans*—June 8, 2014

3.5 Pre-Draft EIS Outreach

Pre-Draft EIS outreach began in March 2014, and focused on preparing the public and agencies for the release of the environmental analysis. Materials explained the environmental review process, provided general project information, and indicated when the environmental analysis would be available. Pre-Draft EIS outreach included a project update poster mailed to 123 organizations serving traditionally underrepresented populations in Lynnwood and Bellevue, and a door hanger delivered to 1,200 residences.